THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) and (b) No, Sir. However one complaint was received regarding serving of liquor on New Delhi-Mumbai Rajdhani train. Based on the complaint a Vigilance check was carried out on August Kranti Rajdhani Express on 18.8.1998. During the check it was detected that one of the bearers was indulging in supply of liquor to the passengers.

(c) The waiter found responsible has been issued major penalty chargesheet. The Train Superintendent has also been taken up for his lack of supervision.

Checks are being conducted frequently by Railway officials to check supply of unauthorised items.

Double Tracking of NJP and Bongaigaon Sector

1231. DR. ARUN KUMAR SARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether double tracking of the NJP and Bongaigaon sector of NF Railways has been waiting investment clearance;

(b) if so, by when it is likely to be cleared and commissioned;

(c) the benefits to be derived from each; and

(d) the allocation made for gauge conversion of Rongiya-Mukongchelek and Makum-Dangori sections of NFR, and time of its commissioning?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) and (b) The project has since been cleared. The work is being taken up and is expected to be completed by the end of the 9th Plan subject to availability of resources in the coming years.

(c) the conversion of the line would serve the purpose of doubling between New Jalpaiguri and New Bongaigaon and will also bring Siliguri on the BG network.

(d) Gauge conversion of Rangia-Murkongselek is not yet sanctioned. Makum-Dangori is a part of the sanctioned project of Lumbding-Dibrugarh gauge conversion including linked fingers. An outlay of Rs. 2 crs. has been provided in 1999-2000 for this project. This work is expected to be completed in the 9th Plan subject to availability of resources.

Mechanism to run the Trains in Foggy Weather

1232. SHRI KRISHNA KUMAR BIRLA: Will the Minister of RAILWAYS be pleased to state:

(a) whether any thought has been given by Government to devise a mechanism to run trains in foggy weather, as in most of the Western countries;

(b) if so, whether any exercise has been made by Government in the matter of technical advancement and financial implications, to meet the objective; and

(c) if so, what are the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) Yes, Sir.

(b) and (c) Western countries have adopted Cab. Signalling system and Auxiliary Warning System which enables the display of signal aspect inside the Driver's Cab. and causes automatic application of brake in case the Driver does not apply brake while approaching a 'Red' signal. A pilot project of European Train Con-

trol System (ETCS) Level-II which is based on Cab. Signalling principle is being put on trial on Delhi-Mathura section.

The cost of provision of this system on 'A' route of Indian Railways is expected to be of the order of Rs. 1200 crores.

Conversion of NG/MG line on Dharangadhra-Kuda siding

1233. SHRI BRAHMAKUMAR BHATT: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the work on gauge conversion from NG/MG to Broad gauge line on Dharangadhra-Kuda siding is to be executed on cost-sharing basis with Government of Gujarat and Salt Department, Government of India;

(b) if so, whether co-shares have come with their shares of fund;

(c) if not, whether the co-shares have been remineded; and

(d) if so, the reaction of the co-shares and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) Yes, Sir.

(b) No, Sir.

(c) Yes, Sir.

(d) They have indicated that requisite sanctions are being processed.

Detection of Fractures in Rail Lines

1234. SHRI AKHILESH DAS:
SHRIMATI VEENA VERMA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether, after the Panipat train accident in November, 1998 in which over 200 persons were killed, steps have been taken to detect fractures in Rail lines, which was found to be the main cause of the accident; and

(b) if so, the number of rail-fractures detected and set right on each Railway zone and the expenditure incurred thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) Yes, sir. Railway takes all possible steps to detect fractures in railway track, the most significant being ultrasonic testing of rails which has been intensified further. The train accident in November, 1998 in which over 200 persons were killed, however, took place at Khanna and not at Panipat.

(b) The number of rail fractures detected zone-wise during the year from April, 1998 to January, 1999 is as under:—

Railway	Rail Fractures
Central	94
Eastern	99
Northern	80
North Eastern	28
North East Frontier	03
Southern	60
South Central	20
South Eastern	944
Western	134
TOTAL	1462

Railways make all efforts to set right the rail fracture in minimum possible time. The expenditure incurred on a rail fracture is governed primarily by the kind of fracture, which occurs and varies widely depending upon the site conditions and the kind of repairs required.